

# NEW TUG WILL BE SECURED FOR CITY

### Port of Portland Commission Votes for Proposition After Discussion.

### 2 MEMBERS OPPOSE PLAN

### Need of Third Powerful Vessel Is Reported Urgent—Purchase or Building of One Proposed. Towage Service Reviewed.

It is reported that tugs offered for sale to the Port of Portland Commission that are at New York and other Atlantic ports probably will be inspected by a member of the Commission in company with M. Talbot, general manager. Any negotiations will be based

### THEATRICAL MANAGERS WHO WILL TAKE PART IN "FOLLIES" AT HELIG TOMORROW NIGHT.



UPPER ROW—FRANK COFFINBERRY MILTON SEAMAN, JOHN F. CORDRAY. LOWER ROW—GEORGE L. BAKER, JOHN JOHNSON, DAN FLOOD.

Final rehearsal of "The Two Orphans" was held by the theater managers yesterday, and Walter Gilbert, director, pronounced the showmen ready in costume and histrionic ability for the 1914 Follies which will be staged at the Helig tomorrow night. Frank Coffinberry, manager of the Orpheum, however, will be obliged to rehearse his songs, Henry L. Bettman, Orpheum musical director, declaring his boss still finds difficulty in reaching a few high notes.

The ticket sale for the Follies is increasing daily and the managers predict that this year's benefit will be the greatest in the history of the showmen's organization. The managers will parade throughout the downtown district, Broadway particularly, at noon.

on a final inspection by an engineer representing the Commission, it is said. A decision to secure a tug was reached at a special meeting yesterday, but it was not unanimous. In the event a suitable tug is not purchased, one is to be built, it is said.

In response to a suggestion from S. M. Meares, president of the Commission, the members expressed themselves on the subject. Captain Archie Pease said he regarded the present service as good enough with the tug Onontia and Wallula available, that when the river towboat Oklahama was again off the way any repairs could be made to the tugs and that he was decidedly opposed to a third tug.

Captain E. W. Spencer said he thought the Port sufficient tugs for the present. Owing to the decrease in sailing tonnage and doubt as to trade developments from the Panama Canal, he advised a delay and suggested the use of the money on hand for channel improvements.

**Buying or Building Tug Favored.** R. D. Inman declared he favored buying or building a tug, whichever was to the advantage of the Port. He said he regarded it essential that a more powerful tug be ready at all times to lend assistance in the vicinity of the river.

"If loss of life or property resulted through a vessel being in distress there when we were unable to get outside with our better tug to assist in an ever-lasting slam at the Columbia River," said Mr. Inman.

"If we cannot buy a suitable tug, then build one," said Captain J. W. Shaver. "The Wallula's steam has been cut down, so she has not her former power. While she might get along, we should have a better tug to be operated with the Onontia."

D. C. O'Reilly went on record in favor of building a tug, not purchasing one. He characterized the situation as urgent and said there was not sufficient time in which to look around for a vessel.

**Increased Service Urged.** Mr. Meares read a paper in which he reviewed the towage service from early days and touched on the condition of the Wallula and the need of a larger and more powerful tug. He advised that with the fleet increased the Wallula might be used in river towing between Astoria and the mouth of the Willamette so the Oklahama might be retained for harbor work.

Statistics were presented to show that in 1910 the Port lost \$12,000 in towage in the harbor, and for eight months in 1911 the sum was \$514,32.

Mr. O'Reilly made a motion that a new tug be procured, and those voting with him were Commissioners Inman, Shaver, Pendleton and Meares, Commissioners Pease and Spencer voting no.

A resolution was adopted setting forth the Commission's policy concerning harbor dredging.

### STETSON GETS ALASKA LOAD

Quinnault Will Tow Barge South and Wand's Sailing Is Delayed.

On the departure of the Alaska steamer J. B. Stetson from Grays Harbor last evening, bound here to load, she had aboard 500 tons of box shooks and other stuff picked up there for Alaskan delivery. She will be in the harbor tonight and as she is not due to sail until Wednesday, two or three days will be spent in engine-room overhauling. The steamer Quinnault, last of the fleet to get away, has been assigned a tow from Skagway to Chichagof Island, she being ordered to take a barge there.

The steamer Thomas L. Wand, scheduled to sail tonight, has been delayed because of repairs ordered following an inspection made of her hull yesterday by Captain McNaught, surveyor for the San Francisco Board of Marine Underwriters. On her last voyage to the North she was aground near Ketchikan and though not seriously damaged, it was ordered that 20 feet of her keel be replaced forward and 10 feet renewed amidships, also a new shoe for

50 feet forward and 75 feet of shoe from amidships aft, with three new planks on the bottom about 25 feet long, and a new graving piece alongside the keel for a distance of 25 feet. She should be floated tomorrow and sail Friday night.

### WEATHER AIDS SANTA CLARA

### Grace Liner Brings More Than 2000 Tons of New York Cargo.

Except for a call at Bermuda for repairs, the Grace steamer Santa Clara had an uneventful run around from New York, according to First Officer Williams, who says weather conditions were of the best. Mr. Williams is a type of American seafarer who evidently thinks little of caprices of the sea that bother others, for he characterized the northwester met on the run from San Francisco, which has held back other carriers as "nothing that bothered this ship a bit."

The Santa Clara is on her second Portland visit, and brought between 2100 and 2200 tons of cargo. Much of it is steel beams and wire nails, and the remainder is general stuff. Captain Crossley is in command. The Santa Clara is one of three of the larger Grace ships, having a deadweight capacity of 10,000 tons. She has been selected to be the pioneer of the line to go through the Panama Canal. It is expected that the freight she receives on Puget Sound, at Portland and San Francisco will be routed by way of the big ditch. The Santa Clara began discharging at Albers yesterday, and is being given quick dispatch. She will move to the Northwest Steel Company's dock to unload 750 tons of steel and

### FURNACE DEVELOPS MUSCLE

### Abandoned Relic of Columbia Mistaken in River for New Casting.

From its resting place on the bed of the Willamette, alongside the south end of Almsworth dock, an old furnace, torn with the lost steamer Columbia when she was changed from a coal to an oil burner, was raised to the surface yesterday by men aboard the Government dredge Chinook. The resurrection was a mistake.

A large casting fell overboard from the Chinook Monday. To recover it a diver, Fritz De Rock, was employed. He was told the casting had a flange as one of its distinguishing marks. De Rock, down in the swirling depths, found something partly imbedded in sediment with a flange the most prominent exposed portion. He rigged a cable there. An effort was made to raise it. No headway was gained. Captain Moreno ordered more tackle and more men. Once more they heaved. No casting appeared.

"I believe you made fast to the keel of the Chinook," observed the skipper, addressing the diver.

"There's a strain enough here for it to be a pier of the old steel bridge," added Chief Engineer "Bill" Marhoff. "Additional blocks and lines were ordered aft, and finally the combined hauling told, and as the weary workers peeped over the side when told to heave, there was the furnace. The search for the casting was resumed."

Then will go to Puget Sound, returning here for outward cargo.

### See How Many Ways You Can Get Huerta Out in an Even Hundred

### The Idea Is This:

Get Huerta across the border—on the road to Paris, Monte Carlo, Japan or South America, in an even hundred. The inventor, who deposited a sworn, sealed solution with the Oregonian, says that there undoubtedly is more than one way of getting Huerta out in an even hundred. Maybe there are more than two ways. If you are the person who sends in first the greatest number of ways you will earn that \$100 in gold, or one of the big prizes.

### By Mail

Send us twelve cents in money or stamps for Puzzle and to cover cost of mailing, and we will send you a "Beat It Huerta" Puzzle, or order two-bits worth of sheet music of Eilers and get two puzzles free. Then get busy. Work on it industriously and if you are good at arithmetic you may earn that \$100 in gold. Write your name and address plainly, "Beat It Huerta," Puzzle Co.

### INSTRUCTIONS

### Get Huerta Out of Mexico

### The Gold Has Been Deposited With The Oregonian to Pay This Prize

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### HEAD WIND DELAYS PARASO

### Aroline Yet Considered as Second Passenger Ship for Fleet.

Northwest wind deterred the steamer Paraso, of the Arrow Line fleet, from holding to her schedule on the way from California, and she was one day late making port. The vessel began discharging at Albers dock yesterday, and is to sail today, calling at Coos Bay on the way to San Francisco. She brought 900 tons of cement and 300 tons of miscellaneous freight.

The Arrow Line interests are anxious to return the steamer Aroline to service as a companion to the Paraso on the Coos Bay run, when harbor dredging is completed there. The Yellowstone is being used as a running mate for the Paraso for the present. There is said to be an excellent channel from the entrance to Coos Bay to Marshfield, and it is intended to have plenty of depth alongside a dock under construction that the Arrow Line will use.

### News of Oregon Ports.

MARSHFIELD, Or., May 19.—(Special.)—The steamship Breakwater arrived today from Portland with freight and 58 passengers.

### More Money for "Beat It Huerta" Puzzlists

# Prizes Increased \$-Several Thousand-\$

## Mathematical Mystery Of the Twentieth Century

### Two of the Puzzles Free With Every Two-Bit Cash Purchase; Four For a Half-Dollar, Etc., at Eilers

The President Is Worried!

Kings, Diplomats, Generals and Admirals are Taking the Puzzle to Bed With Them

Only Ten Days Left!

Contest Closes May 30, Midnight

Get Busy!! the Money

Start from the center, Mexico, and add up the numbered barricades; if you get out on the road to Paris, Japan, Monte Carlo or South America in an even hundred, you win.

READ THE INSTRUCTIONS

Note—The above is not the complete puzzle. The 4 question marks in this illustration take the place of final numbers that appear on the puzzles now on sale.

### You Can't Win By Figuring on This Illustration You Must Get the Complete Puzzle

## A Colossal Scoop by a Local Music House

### Two Puzzles Free With Every 25-Cent Cash Purchase at Eilers Music House

### Stupendous Prize Offer—Three Hundred and Fifty-Six Prizes—in Addition to the \$100.00 in Gold Deposited With The Oregonian.

- We have arranged to have Eilers Music House Award the Following Prizes:
- |  |  |   |
|--|--|---|
| 2d Prize, \$20.00 in gold and \$70 Cash Purchasing Check.  | 17th Prize, \$24.00 Cash Purchasing Check. | 37th Prize, \$22.00 Cash Purchasing Check.  |
| 3d Prize, \$25.00 in gold and \$75 Cash Purchasing Check.  | 18th Prize, \$23.00 Cash Purchasing Check. | 38th Prize, \$21.00 Cash Purchasing Check.  |
| 4th Prize, \$30.00 in gold and \$80 Cash Purchasing Check. | 19th Prize, \$22.00 Cash Purchasing Check. | 39th Prize, \$20.00 Cash Purchasing Check.  |
| 5th Prize, \$35.00 in gold and \$85 Cash Purchasing Check. | 20th Prize, \$21.00 Cash Purchasing Check. | 40th Prize, \$19.00 Cash Purchasing Check.  |
| 6th Prize, \$40.00 in gold and \$90 Cash Purchasing Check. | 21st Prize, \$20.00 Cash Purchasing Check. | 41st Prize, \$18.00 Cash Purchasing Check.  |
| 7th Prize, \$45.00 Cash Purchasing Check.                  | 22d Prize, \$19.00 Cash Purchasing Check.  | 42d Prize, \$17.00 Cash Purchasing Check.   |
| 8th Prize, \$50.00 Cash Purchasing Check.                  | 23d Prize, \$18.00 Cash Purchasing Check.  | 43d Prize, \$16.00 Cash Purchasing Check.   |
| 9th Prize, \$55.00 Cash Purchasing Check.                  | 24th Prize, \$17.00 Cash Purchasing Check. | 44th Prize, \$15.00 Cash Purchasing Check.  |
| 10th Prize, \$60.00 Cash Purchasing Check.                 | 25th Prize, \$16.00 Cash Purchasing Check. | 45th Prize, \$14.00 Cash Purchasing Check.  |
| 11th Prize, \$65.00 Cash Purchasing Check.                 | 26th Prize, \$15.00 Cash Purchasing Check. | 46th Prize, \$13.00 Cash Purchasing Check.  |
| 12th Prize, \$70.00 Cash Purchasing Check.                 | 27th Prize, \$14.00 Cash Purchasing Check. | 47th Prize, \$12.00 Cash Purchasing Check.  |
| 13th Prize, \$75.00 Cash Purchasing Check.                 | 28th Prize, \$13.00 Cash Purchasing Check. | 48th Prize, \$11.00 Cash Purchasing Check.  |
| 14th Prize, \$80.00 Cash Purchasing Check.                 | 29th Prize, \$12.00 Cash Purchasing Check. | 49th Prize, \$10.00 Cash Purchasing Check.  |
| 15th Prize, \$85.00 Cash Purchasing Check.                 | 30th Prize, \$11.00 Cash Purchasing Check. | 50th Prize, \$9.00 Cash Purchasing Check.   |
| 16th Prize, \$90.00 Cash Purchasing Check.                 | 31st Prize, \$10.00 Cash Purchasing Check. | 307 More Prizes, Decreasing 10 Cents in Value, Until Sixty Dollars is Reached. \$60.00 Cash Purchasing Check Will Be the Last and Lowest Prize. |
- These Cash Certificate Prizes total \$22,835

## Address Beat It Huerta Puzzle Co. 303 Oregonian Building

channel is much wider. Fourteen feet of water was found by Captain Jones.

BANDON, Or., May 19.—(Special.)—The steam schooner Brooklyn sailed Monday evening at 8 o'clock with a cargo of lumber for San Francisco.

The Grace Dollar, a steam schooner, sailed from here last night with lumber for the San Francisco market.

ASTORIA, Or., May 19.—(Special.)—The tank steamer Maverick arrived today from California with a cargo of crude oil for Portland.

The steam schooner Daisy Putnam arrived during the night from Aberdeen, where she loaded shingles and went to St. Helens to finish cargo.

The steamer Multnomah arrived today from San Francisco with passengers for Portland.

The schooner M. Turner sailed tonight for Callao with lumber from Portland.

The whaling tug Westport, that is operating off the coast, came into port today for water and supplies. It is understood the company will send five rafts to San Francisco this year and the Benson Logging Company will ship five rafts of logs to San Diego.

The crippled schooner Hugh Hogan arrived tonight from Siuslaw in tow of the tug Printer. The Hogan was on the beach recently at Siuslaw and lost her rudder as well as being otherwise damaged. She comes for repairs.

NEWPORT, Or., May 19.—(Special.)—The Alhambra entered from Bandon, the Mirene cleared for Portland and the Enterprise cleared for Waldport today.

**Movements of Vessels.**

PORTLAND, May 19.—Arrived—Steamers Maverick and Multnomah, from San Francisco; steamer Daisy Putnam, from Aberdeen. Sailed—Norwegian steamer Cusco, for Valparaiso, via San Francisco; steamer Alliance, for Coos Bay and Eureka.

Astoria, May 19.—Arrived at midnight and left up at 2 A. M., steamer Daisy Putnam, from Aberdeen. Arrived at 8:40 and left up at 9:50 A. M., steamer Multnomah, from San Francisco. Arrived at 9:30 A. M. and left up at 12, steamer Maverick, from San Francisco.

San Francisco, May 19.—Arrived at 2 A. M., steamer Stanley Dollar, from Portland. Arrived at 8 A. M., steamer Daisy, from Coos Bay. Arrived, steamer Rose City, from Portland, for San Pedro. Arrived at noon, steamer Beaver, from San Pedro. Sailed last night, steamer F. H. Leggett, for Portland.

Callao, May 15.—Sailed—Norwegian bark Alcides, for Portland.

Port San Luis, May 19.—Sailed yesterday, steamer Roma, for Portland.

Monterey, May 19.—Sailed yesterday, steamer W. S. Parter, for Portland.

Coos Bay, May 19.—Arrived at 6 A. M., steamer Rose City, from Portland.

Astoria, May 18.—Sailed at 8:45 P. M., German bark Osterbek, for Valparaiso.

San Pedro, May 19.—Arrived yesterday, steamer Portland, from Portland. Arrived, steamer Seaboard, from Columbia River.

San Diego, Cal., May 19.—Arrived—Steamship Yucatan, from Portland. Sailed—Steamship Yucatan, for Portland.

Las Palmas, May 19.—Sailed—Steamer Fort, from Antwerp, for San Francisco.

New York, May 19.—Arrived—Steamer Santa Cecilia, from Seattle, via Valparaiso.

Selbourne, May 19.—Arrived previously.

Seattle, Wash., May 19.—Arrived—Steamer Dolphin, from Southeastern Alaska. Sailed—Steamer Congress, for Los Angeles; Aya Maru (Japanese), for Hongkong; Santa Ana, for Southeastern Alaska.

San Francisco, May 19.—Arrived—Steamers Carling, from Honolulu; Daisy Stanley Dollar, from Columbia River; Strathfillan (British), from Huachuco, Peru. Sailed—Steamer President, for Seattle.

San Diego, May 19.—Sailed—Schooner Captain, from Balboa.

Los Angeles, May 19.—Arrived—Steamer Masewasa, for Grays Harbor.

Honolulu, May 19.—Sailed—Japanese Cruisers Asama, Adzuma, for Los Angeles.

**Tides at Astoria Wednesday.**

High.	Low.
10:02 A. M.—.83 feet; 4:21 P. M.—1.6 feet	10:01 P. M.—.85 feet; 4:06 P. M.—2.4 feet

**Columbia River Bar Report.**

NORTH HEAD, May 19.—Condition of the bar at 5 P. M., clear; bar smooth; wind, northwest, 30 miles.

**Marine Notes.**

Bringing general cargo from Manila and the Far East, the British steamer Robert Dollar has arrived at San Francisco, and after discharging will proceed here for a lumber cargo to the Orient.

The Norwegian steamer Cusco, of the Grace fleet, laden for Balboa and ports on the west coast, departed down the

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